BY RLIEABETH BARRETT REOWNING. If thou must love me, let it be for naught Except for love a sake only. Do not say I love her for her smite—her look—her way of speaking slowly—for a trick of thought Which falls in well with mine, and cortes brought A sense or pleasant ease on such a day—for these things in themselves, Beloved, may Be changed, or change for these—and love so wrough May be unwrought so. Neither love me for Thine own dear pity's wiping my cheeks dry—Since one might well forget to weep who bore Thy comfort long, and loue thy love thereby. But love me for love's sake, that averance Thou mayst love on through love's eternity.

The Gridiron Ordeal of Rree Masonry-A Police Officer Alarmed at the Initiation Rites.

The New York Evening Post relates this amusing story:

Captain Jenkins, of one of the precincts above Canal street, enjoys the reputation of being an able police officer. A short time since he entertained the fancy to unite with the Free Masons, and was accordingly proposed, balloted for, and elected. A well-known citizen accompanied him to the place of meeting. The lodge was in the upper story of a house, the lower floors of which were employed as a place of entertainment. The neophyte was left in an apartment adjoining the servants' room, while his friend went above stairs to assist the opening of the ceremonies. A muscular Celtic maiden soon caught a glimpse of the stranger, and resolved to take part in his initiation. Setting down her smoothing iron, she precured the gridiron, and placed it over the range. It was not long before the Captain, looking inquisitively in through the door, saw the utensil reddening in the heat. The recollection flashed through his mind of Masonic candidates and some peculiar ordeals which they were made to encoun ter. His hair would have risen but for the perspiration which darted through the perspiration which darted through the pores and saturated it with moisture. "What is that, Bridget?" he eagerly inquired. "And sure," replied the Hibernian virgin, "it's only the gridiron that I was told to place over the coals." "Who told you?" asked the eager policeman "And was it not the gentleman who came with you?" "What could he want of it?" demanded the Captain "And sure I demanded the Captain. "And sure I can't tell," replied Rridget, "they're are often using it, it belongs to the people above stairs. I always heat it when they want to make a Mason." It was too much the eyes of the Captain were about start-ing from their sockets, when hearing steps descending the stairs, he sprang to the door, cleared the staps at a bound, and hastened toward the precinct where he reigned supreme; nor considered himself safe till he had re-assumed the blue costume, buttons and club, and entrenched himself behind the desk. How the lodge received the intelligence of the hasty departure of the neophyte who was to "learn more than they dared tell" we are not informed. Since that time the Captain has conceived a violent antipathy to secret societies; and, although elected to membership in a lodge of the Sons of Malta, he resolutely refused to visit the lodge, assumed the mystic apron, or grasp the scroll of hence. He remembers his former observations, and is afraid of being

WOMEN AS REVIEWERS .- Fanny Fern writes as follows on this theme:

Good! I admire that. "A womon can never be a competent book reviewer, because in her decisions she would invariably be influenced by her feelings instead of her judgment." Now, everybody knows this comes with a peculiar unction from the sex who never nib their pens over a new book, save to tell the gospel truth about it. Never find fault with it, because it is "a woman's book." Though, ten to one, at that very time the critic is sailing under false colors, and writing over a feminine nom de plume-trash which any decent woman would be ashamed of.

Never fall furiously on a book because the author's wares have found a market where the critic's were declined. Never sell a favorable opinion of a book to the highest bidder, or indorse it from a bird'seye view of the title page, middle chapter, and last leaf. The perusal of a favorable reaiew, too, is very delicious, after hearing the critic in private express a directly contrary opinion. Oh, things would undoubtedly be much worse if a 'woman critic," whose "feelings" preponderated over her "judgment," should take this responsible office. Oh, yes.

## HUMOR AND SENTIMENT.

A HIGH RENT.—A hole in the crown of your bad hat. "That's a flame of mine," as the bellows said to the fire.

It is a shame, if any person poorer than you is more contented than you. Fools are ruled by their humor;

but wise men by their interest.

We suppose that a man who never apeoks may be said to keep his word.

The man who was hemmed in by a crowd has been troubled with a stitch

in his side ever since. The quickest way to make "eyewater' is to run your nose against a

lamp-post. May the person who makes one pound two a day be said to double his enpital?

A secret is my slave as long as I keep it under; a secret is my master the

moment it escapes from me. A woman has often committed her-

self by talking-never by holding her tongue. There is a man in town so knowing that people who don't know their own

minds, come to him for information on the subject. The vain man idolizes his own

person, and here he is wrong; but he can not bear his own company, and here he is right. If you would enjoy your eigar, and

at the same time the society of the ladies, you should invite none but widows, for they will bring their own weeds.

An Irish coachman, driving past same harvest fields during summer, addressing a smart girl engaged in sheaving, exclaimed, "Arrah, me darling, I wish I was in jail for stealing ye!"

A young lady, fond of dancing, traverses in the course of a season about four hundred miles. Yet no lady would think of walking that distance in six

OLIVER WENDELL HOLNES ON THE "BROAD CHURCE."-In the November number of the Atlantic Monthly Dr. Holmes, "The Professor at the Breakfast Table," thus discourses of

the Broad Church : Some say the Broad Church means the collective mass of good people of all denominations: Others say that such a difinition is nonsense; that a church is an organization, and the scattered good folks are no organization at all. They think that men will eventually come together on the basis of one or two or more common articles of belief, and form a great unity. Do they see what this amounts to? It means an equal division of intellect! It is mental agrarianism! a thing that never was and never will be, until national and individual idiosynerasies have ceased to exist. The man of thirty-nine beliefs holds the man of one belief a pauper; he nonsense; that a church is an organization, liefs holds the man of one belief a pauper; he is not going to give up thirty-eight of them for the sake of fraternizing with the other in the temple which bears on its front, 'Dec create Voltaire.'

A church is a garden, I have heard it said. and the illustration was neatly handled. Yes, and there is no such thing as a broad garden, It must be fenced in, and whatever is fenced in is narrow. You can not have arctic and in is narrow. You can not have arctic and tropical plants growing together in it, except by the foreing system, which is a mighty narrow piece of business. You can't make a village or a parish or a family think alike, yet you suppose that you can make a world pinch its beliefs or pad them to a single pattern! Why, the very life of an ecclesiastical organization is a life of induction, a state of perpetually disturbed equilibrium kept up by another charged body in the neighborhood. If the two bodies touch and share their respective charges, down goes the index of the spective charges, down goes the index of the

electrometer!

Do you know that every man has a religious belief peculiar to himself? Smith is always a Smithits. He takes in exactly Smith's-worth of knowledge, Smith's-worth of truth, of beauty, of divinity. And Brown has from time immemorial been trying to burn him, to excommunicate him, to anonymous-article him, because he did not take in Brown's-worth of knowledge truth heavity divinity. him, because he did not take in Brown's-worth of knowledge, truth, beauty, divinity. He cannot do it, any more than a pint-pot can hold a quart, or a quart-pot be filled by a pint. Iron is essentially the same everywhere and always; but the sulphate of iron is never the same as the carbonate of iron. Truth is invariable; but the Smithate of truth must always differ from the Brownate of truth.

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L Mends LEATHER-WURK	****
M Mends MIRROR-FRAMES	***
N Mends NEWEL POSTS	
O Mends OTTOMANS	
PMends PIANO-FORTES	103
Manda Office PDAMED	
QMends QUILT-FRAMES	***
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T Mends TABLES	***
U. Mends UMBRELLA-STICKS	117
V Mands VARES	920
W Mends WORK-ROXES	
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6EMends ERASER HANDLES	****
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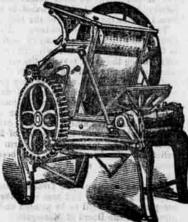
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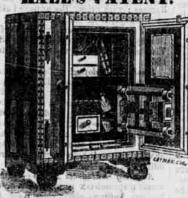
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ESTABLISHED IN 1829. CAPITAL \$150,000. OFFICE NO. 4 FRONT-STREET. INSURES against Loss and Damage by Fire; triangle Perils of the Sea and Inland Navigation.

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ROOFING! ROOFING THE "OUTCALT ELASTIC M TALLYO BOOFING" is offered to the peas the best and cheapest Metal Roof now usemerits tested by an experience of years in this and vicinity. Applied to flat or steep, old or buildings. No solder used—fastened securely wont exposure to the action of the elements.

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RAILROADS.

Change of Time-November 14, 1869.

CHICAGO, Great Western and North-western

LINE. INDIANAPOLIS AND CINCINNATI, RAILROADS.

The Shortest Route between Cincinnati and Chlongo.

Three Passenger Trainsleave Cincinnatidally, from the foot of Mill and Front streets.

6:56 A. M. - Chicago Mail arrives at Indianapolis at 12:10 F. M., Chicago at 19:30 F. M. This train connects with all night trains out of Chicago for the West and North-west; connects at Indianapolis with trains for Terre Haute; also with Feru trains for Feru, Logansport, Fort Wayne and Toledo. trains for Pern, Logansport, Fort Wayne and Toledo.

1243 P. M.—Terre Hauts and Laylayette Accontained for a rives at Indianapolis at 6:15 P. M.,
making direct connections at Indianapolis with Laiayette trains for Debatur, Springfield, Naples, Quincy, Hannibal and St. Joseph.

7 P. M.—Unicago fixpress arrives at Indianapolis
at 12:15 A. M., making clese connections at Chicago
with ail morning trains out of Unicago.
Biesping cars are attached to all the night trains
on this line, and run through to Unicago without
change of cars.

This is exclusively a Western and North-western
route, and with faverable and reliable arrangements
with all connective roads throughout the entire
West, guarantees unusual care and the amplest accommodations to the pairons of this line.

The Company's exclusive Telegraph Line is used
when necessary, to govern the movement of trains,
and Loughridge's celebrated Patent Brakes, are attached to all passenger trains, by which they can be
perfectly controlled; besides all the other modern improvements necessary for the comfort and safety of
passengers, the managers of this road have liberally
provided.

Smoking-cars on this line.

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Smoking-cars on this line.

Be Be sure you are in the right ticket office before you purchase your tickets, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same as by any other route. Haggage checked through.

THROUGH TICKETS, good until used, can be obtained at the ticket offices, at Spencer House Corner north-west corner Broadway and Front; No. 1 Burnet House Corner; at the Walmi-street House, and at Dépot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all hotels and all parts of the city, by leaving address at either office.

W. H. L. NOBLE,

note the sure of the control of the city, by leaving address at either office.

NOVEMBER 14, 1859. Cincinnati, Hamilton & Dayton 

RAILROAD SIX DAILY TRAINS LEAVE THE SIX DAILY TRAINS LEAVE THE

Sixth-street Depot.

Trains run through to Cleveland Savdasky, Tolede and indianapous without change of cars.

Through Tickets for all Eastern, Western, Sorthsen and North-western cities.

BA. M. EXPRESS TRAIN For Hamilton,
Richmond, Indianapolis, Latayette, Chicago, and all
Western Cities. Connects at Richmond with C. and
G. Road for Logansport; also connects at Hamilton
for Oxford, &c.

76:50 A. M. TRAIN—For Dayton, Springfield,
Sandusky, Toledo and Chicago. This train makes
close connections with all trains leaving Ohicago the
same evening. Also connects at Unawa for CoLUMBUS; at Bellefontaine with B. and I. R. R., East
and West; at Forest with Pittaburg, Fort Wayne and
Chicago Railroad East and West; at Clyue with
Cleveland and Toledo Railroad trains for Cloveland
and Detroit; at Dayton for Greenville, Union, Winchester and Muncle,

10 A. M. EXPRESS TRAIN—For Cleveland

observants and Yoledo Rairond trains for Civeviand and Detroit; at Dayton for Greenville, Union, Winchester and Muncle.

10 A. M. EXPRESS TRAIN—For Cleveland via Delaware for Dunkirk, Buffalo, Boston, New York, and all Eastern cities. Also connects at Crestline for Pittsburgh, Philadelphia, Baltimore, and all Eastern cities.

3:40 P. M. TRAIN—For Hamilton, Richmond, Indianapolis, Terre Haute and Saint Louis; connects at Hamilton for Uxford, &c.

5:30 P. M. TRAIN—For Dayton, Springfield, Bellefontaine, Lims, Toledo, Detroit, Chicago, and all points in Canada. Connects at Bellefontaine with B. and I. B. R., East and West.

11:30 P. M. Express TRAIN—For Cleveland via Delaware for Dunkirk, Buffalo, Boston, New York, and all Eastern cities. Also, connects at Crestline for Pittsburgh, Philadelphia, Baltimore, and all Eastern cities.

5:5 The night Express Train leaving Cincinnati at 11:30 P. M., leaves daily excer. Saturdaars. All other trains leave daily excers Suronaars. All other trains leave daily excers Suronaars. All other Trains leave daily excers Suronaars.

For further laformation and Tickets, apply at the Ticket offices—north-east corner Front and Broadway; No. 169 Walnut-street, near Gibson House; at the new Ticket Office, on the west side of Vine-street, between Postoffice and Bernet House, for at the Skirh-street Depot, not

LITTLE MIAMI AND COLUMBUS AND XENIA RAILROAD.

勞薊籣徶牏憱쳅韽鑐繿 Three Trains Daily. Two Through Express Trains.

PIRST TRAIN-DAY FXPRESS AT 10 A. A. M., connects via Columbus and Cleveland; via Columbus, Stenbenville and Pittaburg; via Columbus, Crestiline and Pittaburg; via Columbus, Crestiline and Pittaburg; via Columbus and Bellair (Wheelits). Also, for Springfield. This train stops between Unclument and Columbus, at all the principal stations.

SECCEND TRAIN-Columbus Accommodation at 4449 r. at. This train stops at all stations between Cincinnati and Columbus, and Cincinnati and Springfield.

at 4440 F. M. This frain stops at all stations between (discinnati and Columbus, and Cincinnati and Springfield.

THIRD TRAIN—Night Express at 11:30 F. M., connects via Columbus and Bellair (Wheeling); via Columbus. Crestline and Pittsburg; via Columbus and Cleveland.

This Train stops at Loveland, Morrow, Kenla and London. SLEEPING CARS ON THIS TRAIN.

The Day Express runs through the Gleveland, Wheeling and Pittsburg, via Steubenville, without chase go of cast.

The NIGHT EXPRESS Frain leaving Cincinnati at 11:30 P. M., runs daily, except SATURDAYS. The other Trains run daily, except SATURDAYS. For all information, and Through Tickets to Boston, New York, Philadelphia, Baltimore, Washington, Buffalo, Niagara Falls, Dunkirk, Cleveland, Pittsburg, Wheeling, and all the Eastern places, apply at the Offices, Walnut Street House, No. 4 Burnet House, south-east corner of Broadway and Frost streets, and at the Eastern Lepot.

Trains run by Golumbus time, which is seven minutes faster than Cincinnati time.

J. DUBAND, Sup't.

Commisses call for passengers by leaving directions at the Ticket Offices.

Commencing May 22, 1859. OHIO AND MISSISSIPPI 

Cincinnati and St. Louis,

THROUGH WITHOUT CHANGE OF CARS.

Two Daily Trains for Vincennes, Cairo and St.

Louis, at 9:10 A. M., and 8:30 P. M.

Three Daily Trains for Louisville, at 9:00 A. M.,

2:00 P. M., and 8:30 P. M.

One Train for Evansville at 8:30 P. M.

The Trains connect at St. Louis for all points in

Kausas and Nebraska, Hannibai, Quincy and Reckut; at St. Louis and Oairo for Memphis, Vicksburg,

Natchez and New Orieans.

One Through Train on Sunday at 8:30 P. M.

RETURNING—Fast Line—Leaves East St. Louis,

Sandays excepted, at 6:50 A. M., arriving at Cincin
nati at 10:10 P. M.

BYPAISS TRAIN—Leaves East St. Louis daily at 2:40

P. M., arriving at Oincinnati at 6:58 A. M.

FOR THROUGH TICKETS

To all points West and South, please apply at the

offices, Wainut-street House, between Sixth and

Seventh-streets, No. 1 Burnet House, corner office,

north-west corner of Front and Broadway, Spencer

House Office, and at the Depot, corner Front and Mill
streets. W. H. CLEMENT, Gen'l. Superintendent.

Omnibuses call for passengers.

OC29 Cincinnati and St. Louis.

Cincinnati, Richmond & INDIANAPOLIS HAILBOAD.

Great Through Houte for INDIANAPOLIS, TREBE HAUTE,

TREBE HAUTE,

ST. LOUIS,
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CHIUAGO,
LOGANSPORT,
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TWO DAILY THEOUGH TRAINS leave Sixth street
Depot, at 6 A. M. and 4:30 P. M.

6 A. M.—INDIANAPOLIS, ST. LOUIS a CHICA.
GO FABT EXPRESS.—Through direct, making cless connections for all other Western and North-western points. This Train also connects at Richmond with Unclimant and Chicago Roads, for Anderson, Kokomo, Logansport, and all points on Wabash Valley Baliroad.

3:40 P. M.—INDIANAPOLIS, CHIUAGO & ST.

Bailroad.

3:40 P. M.—INDIANA POLIS, UNIQAGO & ST.
LOUIS NIGHT EXPRESS.—The above Trains make
close connections at Indianapolis, Lafayotte and Chicago, with Trains for Terre Haute, Springfield, Rock
Island, Galesburg, Kenosha, La Crosse, Jacksonville,
Danville, Burlington, Milwaukee, Mattuon, Naples,
Galena, Quincy, Prairie du Chien, Pana, Peoria,
Dunleith, Bacine, Decatur, Bloomington, Joliet, La
Balle, St. Paul, and all towns and cities in the North
west. Through Tickets given and Baggage checked

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Omnibuses will call for passeng yeary leaving their names at either of the Ticket Office.

W. E. Walth, Agent,

Is prepared to issue Policies on Fire and Marine Risks, on favorable terms. Office No. 3 West Third street, Trust Co. Building. RAILROAD